

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4322. 號九月五年七十七百八千一英

HONGKONG, WEDNESDAY, MAY 9, 1877.

日六廿月三年丑丁

Price, \$24 per Annum.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWANSON, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KERRY & WALSH, Manila, C. HENNING & Co., Macao, L. A. DA GRAÇA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOPKINS, Esq.
Deputy Chairman.—F. D. SARCOON, Esq.
E. B. BELLING, Esq. WILHELM REINERS, Esq.
W. B. FORBES, Esq. ED. TOBIN, Esq.
R. W. KESWICK, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager.
Shanghai, . . . EWEN CAMERON, Esq. Manager.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 4 per cent. per annum.
" 6 " 5 per cent. " "
" 12 " 6 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

Notices of Firms

NOTICE.

WE have This Day Opened a Branch of our Firm at AMOY. Mr F. F. ELWELL will Act as our AGENT at that Port.
RUSSELL & Co.
Hongkong, May 1, 1877. my2

NOTICE.

WE have This Day Opened a Branch of our Firm at SHANGHAI. Mr CARL KREBS has been admitted a Partner from This Date.
MELCHERS & Co.
Hongkong, April 12, 1877. my12

NOTICE.

MR. WILHELM CARL ENGELBRECHT, of PUSTAU, Junior, and Mr CONRAD MUNROE DUNN, have been admitted Partners in our Firm from the First of January, 1877.
WM. PUSTAU & Co.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. my16

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.
W. H. SIEGFRIED.
Hongkong, April 20, 1877. my20

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.
R. H. CAIRNS,
Surveyor to Local Offices, and Lloyds Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. my18

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-Signed.

WM. CRUICKSHANK,
Manager.
Hongkong, November 21, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on
FRIDAY,
the 11th May, 1877, at Noon,—
1/2 Ass Bouquet, Cologne Water, Lavender Water, Aromatic Cologne Water, Electro-plated Tea Sets, Cases of Table Cutlery, White Cotton Socks, Tooth Brushes, Sailor's Knives, Honey Soap.

Also,
10 coils Marline,
5 casks Soda Crystals,
And,
1 Teak Built STEAM-LAUNCH, Length 28 feet, Beam 6 feet, Depth 4 feet, Draught, Forward 1 foot, Aft 2 feet.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, May 8, 1877. my11

PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. DENNIS, to sell by Public Auction, on
TUESDAY,
the 15th May, 1877, at 2 o'clock p.m., at his Residence "Fair Lea,"

THE whole of his HOUSEHOLD FURNITURE, comprising—
Handsome Rep-covered Drawing-room Suite.

Rosewood Centre Table.
Gilt Framed Pier Glasses, Engravings, Tables, Chairs, Sofas, Hearth Rugs, Sideboard, Whatnots, Dining Table, Dinner, Dessert and Breakfast Sets, Glass-ware, Crockery and Plated-ware, Double Size Teakwood Bedstead, Mahogany Cheval Glass, Chest of Drawers, Wardrobes, Toilet Table and Glass, Washstand, &c., &c.
Hainan, Tongkin, and Japanese-ware. A Collection of Books, many relating to China and the Far East.
A Patent Repeating Piano, by Schroder.
A First-class 5 Oared Gig, with Oars, Avning, &c., complete, and a pair of Iron Davits with Falls, &c.
Catalogues will be issued, and the whole to be on view on and after Monday, the 14th Instant.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, May 3, 1877. my15

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs MELCHERS & Co. to sell by Public Auction, on
SATURDAY,
the 19th of May next, at Noon, on the Premises, under a power contained in a Bill of Sale dated the 18th day of December, 1874, given by THOMAS THORNTON ANTHONY, and CARL HEINRICH EIBERT SEIMUND, lately carrying on Business in this Colony, as Shipchangers and Storekeepers, under the Style or Firm of BROADBEAR, ANTHONY & Co.,

All the STOCK-IN-TRADE, FURNITURE, and EFFECTS being in and upon the Premises No. 62, Praya Central, lately occupied by the said Firm of BROADBEAR, ANTHONY & Co.
Also,
THE GOODWILL of the said Business.
TERMS.—Cash on delivery.
LAMMERT, ATKINSON & Co.,
Auctioneers.
Hongkong, April 26, 1877. my19

Intimations.

TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE BUSINESS of this Company was Resumed immediately after the Fire. Vessels will obtain the usual Despatch and Coal Supplies.

E. M. SMITH,
Manager.
April 23, 1877. my23

NOTICE.

WE, the Undersigned, beg to inform the Public of Hongkong and Kowloon that the Charter of our Steam-launch CUM SING (plying between Polder's Wharf and Tsim-sa-choi), by Mr Buxoo, will expire on the 30th Instant, after which date the said Launch will ply on the same route on our own account, having no connection whatever with the late Charterer.
The Fare will be as usual until further notice.

WING KEE & Co.,
Praya Central.
Hongkong, April 30, 1877. my30

Intimations.

HONGKONG HUMANE SOCIETY.

THE ADJOURNED ANNUAL MEETING of the MEMBERS of the above SOCIETY will be Held at the City Hall, on MONDAY, the 14th May, at 5 p.m., for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing Year. Members and others taking an interest in the Society are invited to attend.
F. W. BARRETT,
Hon. Secretary.
Hongkong, May 8, 1877. my14

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Under-Signed with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, May 1, 1877. my1

FRAUD!!!

A REWARD OF \$200.

IT Having come to our knowledge that some unscrupulous men have been obtaining Business from our Customers in our Name "ATICK," causing much inconvenience both to ourselves and Customers, we beg to notify the Public that in giving their orders to us, they should representative known as "ATICK," or to persons who will exhibit our Trade Card. We also hereby offer a REWARD of \$200 to any one who shall give such information as shall lead to the prosecution and conviction of those unscrupulous men who obtain Business from our Customers by the false assumption of OUR NAME.

ATICK,
Tailor, Corner of Wellington, and Wyndham Streets.
Hongkong, May 3, 1877. my17

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:
8 a.m. to 4 p.m.
No. 1, Alexandra Terrace.
Hongkong, April 4, 1877. —

AFONG,

PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, &c., of assorted sizes. Ex S. S. R. Cadorehire a supply of very handsome Album of Albums of Russia and Velvet Covers, assorted sizes. Illustrated Albums for Portraits, Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.
Hongkong, March 28, 1877.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this Company has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, London.
By Order of the Proprietors,
WILLIAM HUNT,
Secretary.
137, Leadenhall Street, London, 1st January, 1877.

THE MARINE INSURANCE Co.,
20, Old Broad Street, London,
1st January, 1877.

ESTABLISHED 1886.
CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £240,000.

WITH Reference to the foregoing Advertisement, THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.
Hongkong, February 19, 1877. my17

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

FOR SALE.

A SMALL Invoice of C. BONNEVILLE & Co.'s "Prince of Wales" BRANDY, in Cases of One Dozen Bottles, One Dozen Glass Barrels, and Two Dozen Flasks.
Apply to
P. B. CAMA,
7, Hollywood Road.
Hongkong, April 30, 1877. my14

FOR SALE.

THE IRON STEAMER "ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippines, China, or Japan trade. She underwent general repairs in 1875, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHARF DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GEOS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigger.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 feet.

SPEED.—Eight knots on consumption of 8 to 9 tons of coals per 24 hours.

CABIN.—Under Awning Deck aft; saloon, pantry and live state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condensers and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew, Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturges, Manila.

Particulars may be obtained on application to
MORRIS & RAY.
Hongkong, March 29, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.
Price: Two DOLLARS AND A HALF.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY & FUOCHOW.

The Steamship "NAMOA"
Capt. WATSON, will be dispatched for the above Ports on FRIDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.
Hongkong, May 6, 1877. my11

FOR COOKTOWN.

The British Steamer "JUAN"
Capt. STICK, will have immediate despatch as above.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship "THOMAS LORD,"
SHALL, Master, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 26, 1877.

FOR NEW YORK.

The A 1 American Ship "NEW ERA,"
SAYER, Master, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 27, 1877.

FOR NEW YORK.

The A 1 American Bark "ALBERT RUSSELL,"
Captain CARVER, will load here and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 20, 1877.

FOR SAN FRANCISCO.

The A 1 American Bark "ROSETTA McNEIL,"
BROWN, Master, will load here and will have immediate despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 14, 1877.

FOR SAN FRANCISCO.

The Russian Bark "RUBIK,"
BURGELAND, Master, will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, April 5, 1877.

FOR LONDON.

The A 1 British Ship "LALLA ROOKEH,"
HENDER, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 23, 1877.

FOR LONDON.

The A 1 British Clipper Ship "LEUCADIA,"
MEARNS, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 20, 1877.

FOR LONDON.

The A 1 Clipper Ship "NYASSA,"
GARRICK, Master, will have quick despatch as above.
For Freight, apply to
Wm. PUSTAU & Co.,
Agents.
Hongkong, April 11, 1877.

Notices to Consignees.

FROM LONDON AND PORTS OF CALL.

THE S. S. Candia, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained. Cargo remaining undelivered after the 15th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, May 8, 1877. my15

S. S. PENGUIN,
FROM CALCUTTA, PENANG AND SINGAPORE.

THE above Steamer having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned into the Godown, whence and/or from the Wharf or Boats delivery may be obtained. Opium will also be landed unless taken delivery of before Noon To-morrow. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.
Hongkong, May 8, 1877. my18

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Arratoon Apar, Capt. A. B. MACFARLANE, having arrived, from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SARCOON, SONS & Co.,
Agents.
Hongkong, May 8, 1877. my16

Notices to Consignees.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. GWALIOR.

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the KHEDEIVE and GWALIOR from London, and NEPAUL from Calcutta, and ASSAM from Australia, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 12th Instant will be subject to rent.

Optional Cargo for Shanghai will be forwarded on unless applied for by the Consignees before 10 a.m. To-morrow.

ADAM LIND,
Superintendent.
Hongkong, May 6, 1877. my12

COMPAGNIE DES MESSEAGERIES MARITIMES.

S. S. MEIKONG.

NOTICE.

CONSIGNEES of Cargo per S. S. Euphrate and Delta, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 2 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Tuesday, the 8th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.
Hongkong, May 2, 1877.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers' Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 6, Praya Central.

RUSSELL & Co., Agents.
Hongkong, April 16, 1877. my16

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on FRIDAY, the 1st June, at 3 p.m., taking Cargo and Passengers to Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For Sale.

FOR SALE.
HENRIOT & Co.'s CHAMPAGNE,
 The Champagne, "Dry."
Th. ROZIER & Co.'s CHAMPAGNE,
 Carte Blanche.
JOHN DORLAND & Co.'s OLARETS and
WHITE WINES.
STURUP & KENTISH'S PORTS and
SERRIES.
MOULON & Co.'s COGNAC, 1 & 3 Stars.
BLANCHY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
 Hongkong, April 9, 1877. my9

NOW READY.

HENG-SHUI; or, THE RUDIMENTS OF
NATURAL SCIENCE IN CHINA. By Dr.
 H. J. EITEL. One Volume. 8vo. Price,
 \$1.50.
BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures.
 By Dr. H. J. EITEL. Second Edition. One
 Volume. 8vo. Price, \$1.50.
 Orders will be received by Messrs Lane,
 Crawford & Co.
 Hongkong, July 31, 1873.

Intimations.

Now Ready.

"THE CHINA REVIEW,"

No. 4, Vol. V.

Annual Subscription, Six Dollars and
a Half.

CONTENTS.

Essays on the Chinese Language, (Continued
from page 162.)
 Deer-Stalking in China.
 Chinese Dentistry.
 Chinese Intercourse with the Countries of
 Central and Western Asia during the
 Fifteenth Century, Part II. (Continued
from page 162.)
 A Legend of the Feking Bell-Tower.
 Chinese Folk-lore.
 The Law of Inheritance.
 A Chinese Dictionary in the Cantonese
 Dialect.
 Short Notices of New Books and Literary
 Intelligence.
 Notes and Queries.—
 A Chinese Dictionary in the Cantonese
 Dialect.
 "Watching Spirits."
 Chinese Folk-lore.
 Yin and Yang, according to Aristotle.
 Pidgin English.
 Goethe's "Werther" in China.
 Chinese Music.
 White Ants.
 Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, March 20, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
 Owners will be Responsible for any
 Debts contracted by the Officers or Crew
 of the following Vessels, during their stay
 in Hongkong Harbour:—
 ROSINA, American 3-m. schooner, Capt.
 C. W. Hansen.—Arnhold, Karberg & Co.
 ROBERTA McNEIL, American barque,
 Captain Brown.—Vogel, Hagedorn & Co.
 NYASSA, British ship, Captain W. S.
 Garriock.—Douglas Lafrank & Co.
 TULLOCHGORM, British 3-m. schooner,
 Captain Mason.—Wiel & Co.
 NELSON, British steamer, Capt. Thomas
 Staples.—Jardine, Matheson & Co.
 HANNAH LAW, British ship, Captain R.
 Greig.—P. & O. S. N. Co.
 VESTA, German barque, Captain R.
 Dirks.—Melchers & Co.
 HANNAH & MARY, British barque, Capt.
 A. Smith.—Order.

To-day's Advertisements.

FOR NINGPO & SHANGHAI.
 The Steamship
"CHINA."
 ACKERMANN, Master, will be de-
 patched for the above Ports TO-
 MORROW, the 10th Instant, at Noon.
 For Freight or Passage, apply to
 SIEMSEN & Co.
 Hongkong, May 9, 1877. my10

FOR SAIGON.
 The German Steamer
"FERONIA."
 Captain SCHULTZ, will be de-
 patched for the above Port
 on TUESDAY Next, the 15th Instant.
 For Freight and Passage, apply to
 A. H. YON,
 87, Praya Wat.
 Hongkong, May 9, 1877. my16

FROM LONDON AND SINGAPORE.

THE S. S. Glenfinlas, having arrived,
 Consignees of Cargo are hereby in-
 formed that their Goods are being landed
 at their risk by the Undersigned and stored
 in their Godowns, whence and/or from the
 Wharf or Boats delivery may be obtained.
 Optional Cargo will be sent on to Shang-
 hai unless notice to the contrary is given
 before 2 p.m. To-day.
 Cargo remaining undelivered after the
 18th Instant will be subject to rent.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, May 9, 1877. my16

JUST RECEIVED.

FRESH DRUGS, CHEMICALS,
PATENT MEDICINES.

MYCOS.—The increasing demand for
 this excellent Toilet Requisite, has
 induced the Undersigned, to make arrange-
 ments with the Proprietors to send on a
 regular supply.
LIME JUICE.—Government Stamped,
 the Undersigned is prepared to supply this
 Article in retail or wholesale quantities.
 The Advertiser solicits a trial order for
 his Aerated Waters, which he feels con-
 vinced will give satisfaction both as to
 price and quality.
 W. BALL,
 Proprietor, China Dispensary,
 Hongkong, May 9, 1877. my16

To-day's Advertisements.

FOR YOKOHAMA & HIOGO.
 The Steamship
"CANDIA."
 will be dispatched for the
 above Ports TO-MORROW,
 the 10th Instant, at Noon.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, May 9, 1877. my10

APOLLINARIS
NATURAL MINERAL WATER.

APOLLINARIS WATER.—"It is, in
 our opinion, superior for table pur-
 poses to any other mineral water with which
 we are acquainted. It is strongly efferves-
 cent, and forms an exceedingly pleasant and
 refreshing beverage, either alone or in
 combination with wine; and it is not, we
 are informed by an eminent medical friend,
 liable to that charge which has been so
 frequently brought against soda and other
 waters—that they have a depressing effect
 upon the system. On the contrary, medical
 testimony is unanimous in favour of the
 high therapeutic qualities of Apollinaris
 Water."—Civil Service Review.

APOLLINARIS WATER IS CERTAINLY
THE QUEEN OF TABLE WATER. It is softer
 and more refreshing than its only rival
 Seltzer Water (Nassau Seltzer Brunnens),
 and is more pleasant to the palate. Over
 all manufactured Aerated Waters it has an
 incomparable superiority.

"APOLLINARIS WATER is, moreover, a
 water of great organic purity, another
 highly important desideratum, in which
 artificial Aerated Waters often dangerously
 fail. Its place seems, therefore, marked
 as the favoured beverage of the favoured
 classes who can select their drinking water.
 Physicians will find it a valuable addition
 to their resources as a cool and refreshing
 drink, antacid, and useful in promoting
 digestion and gastric irritation. Such a
 water is the sworn enemy of gout, rheuma-
 tism, and their congeners."—London Medi-
 cal Record.

APOLLINARIS WATER.—Dr. HER-
 MANN WEIER, F.R.C.P., writes:—"Having
 largely used it during the last seven
 years, I have found it of great value as an
 article of diet in gouty dispositions, in
 lithic acid diathesis, in tendency to gall-
 stones, in some forms of catarrh of the
 bladder, and in chronic catarrh of the
 respiratory organs; in the latter, either
 heated by itself or mixed with hot milk or
 whey. To many persons the Apollinaris
 forms an agreeable and useful addition to
 bitter waters, and a good vehicle for some
 medicines."—Brit. Med. Jour.

PRICES.

CASE OF 50 QUARTS (STONE BOTTLES) \$10
 " " 50 PINTS " " " 8 8
 CASES, 8 DOZ. SODA-WATER BOTTLES \$15

N.B.—Stone Quarts & 3 Soda-water Bottles,
 Pint = 1 1/2 " "

\$2 Allowed for the Soda-water Bottles,
 if Returned.

GEO. SMITH & Co.,
 Agents for China and Japan,
NORTON & Co.,
 Agents in Hongkong.
 May 9, 1877.

SHIPPING.

ARRIVALS.

May 9, Tibre, French steamer, 1009,
 De Girard, Yokohama May 2, Mails and
 General.—MESSAGIERIES MARITIMES.
 May 9, Fuyuen, Chinese steamer, from
 Canton.
 May 9, China, German steamer, from
 Canton.
 May 9, Canton, German barque, 378, T.
 G. Crantz, Newchwang April 24, Beans.—
 SIEMSEN & Co.
 May 9, Fuyuen, British steamer, 1271,
 Rhoads, Saigon May 5, Rice and General.—
 JARDINE, MATHESON & Co.
 May 9, Glenfinlas, British steamer, 1368,
 H. G. Wilcox, R.N.R., London March 28,
 via ports of call, and Singapore May 3,
 General.—JARDINE, MATHESON & Co.
 May 9, Amoy, British steamer, 814,
 Drewes, Shanghai May 6, General.—SIEM-
 SEN & Co.
 May 9, Namoa, British steamer, 862, G.
 Westoby, Foochow May 8, Amoy 7, and
 Swatow 8, General.—DOUGLAS LAFRANK
 & Co.
 May 9, Louisa, German 3-m. schooner,
 245, Schierloh, Haiphong April 22, Gen-
 eral.—EDUARD SCHELLHAES & Co.

DEPARTURES.

May 9, Braemar Castle, for Hankow.
 9, Bombay, for Canton.
 9, Douglas, for Coast Ports.

CLEARED.

Glenfinlas, for Manila.
 Ajax, for Shanghai.
 Gunja, for Cocktown and Sydney.
 Piccola, for Quinhon.
 Jan Peter, for Quinhon.
 Glenfinlas, for Shanghai.
 Fuyuen, for Shanghai.
 China, for Ningpo.
 Saladora, for Amoy.
 Teresa, for Manila.

PASSENGERS.

Per Tibre, from Yokohama, for Hong-
 kong, Mr and Mrs Lowcock, Messrs Hodg-
 kins and Hacks; for Saigon, Mr Brodie;
 for Singapore, Mr Washburn; for Mar-
 seilles, Mr de St. Quentin (French Chargé
 d'Affaires in Japan), housekeeper and ser-
 vant, Mr Thibaudier, Mrs Hornby Evans,
 Mrs Ayrton and child, Mr and Mrs An-
 thony and 3 children.
 Per Amoy, from Shanghai, Mr Campbell,
 Capt. and Mrs Moore, Miss Moore and 2
 children, 4 Europeans deck, and 70 Chi-
 nese.

Per Namoa, from Coast Ports, Mr and
 Mrs Pedder and 2 children, Rev. F.
 Guardin, Messrs Bourke, H. A. Giles,
 Louis, Boisen, and Cunningham.
 Per Fuyuen, from Saigon, 18 Chinese.
 Per Glenfinlas, from Straits, 18 Chinese.
 Per Louisa, from Haiphong, 10 Chinese.

DEPARTED.

Per Douglas, for Amoy, Mr and Mrs
 Drinhaus; for Foochow, Messrs Galton,
 Grutch, Newell, Melhuish, Mr and Mrs
 Uncher, and Mr Drought.

To Depart.

Per Saladora, for Amoy, Don Emilio de
 Pereira, and 160 Chinese deck.

SHIPPING REPORTS.

The German barque Canton reports:
 Greater part of passage had light variable
 winds with rain and fog.
 The British steamer Venice reports:
 Moderate S.E. winds and fine weather
 throughout the passage. Passed S. S. Dana
 on the 5th.
 The British steamer Amoy reports:
 Moderate N.E. winds and hazy weather
 throughout. Passed British barque Presto
 bound South off Tao Island and a schooner
 name unknown bound South. Passed
 Danish steamer H. C. Orsted bound into
 Amoy; str. Sunda, Quator, and Han-
 kow off the Brothers bound North, and
 steamer Hochung bound into Swatow.
 The British steamer Namoa reports:
 Moderate N.E. winds and cloudy weather
 throughout. Passed str. Glencarn
 and Europe. Passed str. Conquest, Yesso,
 and Glencarn in river bound up. In Amoy.
 Str. Cheong Hock Kien and L.M.S.
 Hornet. In Swatow.—Str. Chefoo and
 State of Alabama. Left Haiphong for Coast.
 Arrived Norma.

CARGO.

Per S. S. Ulysses, Hongkong to London,
 sailed 8th May, 1877.—393,554 lbs. Can-
 ton Oolong, 19,805 lbs. Canton Sc. Or.
 Pekoe, 99,570 lbs. Canton Scented Oaper.
 Total 487,335 lbs. 33 pkgs. Silk Piece
 Goods, 78 pkgs. Matting, and 216 pkgs.
 Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—
 For AMOY and MANILA.—
 For SALVADORA, at 8.30 a.m. To-
 morrow, the 10th inst., instead of as
 previously notified.
 For NINGPO & SHANGHAI.—
 For CHINA, at 11.30 a.m. To-morrow,
 the 10th inst.
 For YOKOHAMA and HIOGO.—
 For CANDIA, at 11.30 a.m. To-morrow,
 the 10th inst.
 For COCKTOWN & E. AUSTRALIA.—
 For GUNJA, at 11.30 a.m. To-morrow,
 the 10th inst., instead of as pre-
 viously notified.
 For SWATOW, AMOY, & FOOCHOW.—
 For NAMOA, at 11.30 a.m., on Friday,
 the 11th inst.
 For COCKTOWN.—
 For ZAMBONGA, at 1.30 p.m., on
 Friday, the 11th inst. The usual
 Mails will be closed for E. Australia,
 Tasmania, and New Zealand, 12 cen-
 tates.
 For HAIPHONG.—
 Per Barque EVENING STAR, at 1.30
 p.m., on Saturday, the 12th inst.

MAILS BY THE FRENCH PACKER.

The French Contract Packet **SINDE**,
 will be despatched from Hongkong
 on SATURDAY, the 12th May,
 with Mails to and through the
 United Kingdom and Europe, via
 Mauritius, to Saigon, Singapore,
 Batavia, Galle, Australia, New Zea-
 land, Tasmania, Fiji, Aden, Sey-
 chelles, Réunion, Mauritius, Suva,
 and Alexandria. This is the best
 opportunity for forwarding Corre-
 spondence to E. Africa, the Cape,
 St. Helena, and Ascension.
 Following will be the hours of closing
 the Mails, &c.:—
 Friday, May 11th.—
 8 P.M. Money Order Office closes. Post
 Office closes except the Night Box,
 which remains open all night.
 Saturday, May 12th.—
 7 A.M. Post Office opens for sale of
 Stamps, Registry of Letters, and
 Posting of all correspondence.
 10 A.M. Registry of Letters closes.
 11 A.M. Post Office closes except for Late
 Letters.
 11.10 A.M. Letters (but Letters only)
 except those to and through Aus-
 tralia, may be posted on payment
 of a Late Fee of 18 cents extra
 postage, until
 11.30 A.M., when the Post Office Closes
 entirely.
 Hongkong, April 28, 1877. my12

MAILS BY THE UNITED STATES PACKER.
 The United States Mail Packet **CITY OF**
PEKING will be despatched on
 TUESDAY, the 15th Instant, with
 Mails for Japan, San Francisco,
 and the United States, which will be closed
 as follows:—
 2 P.M. Registry of Letters closes.
 2.30 P.M. Post Office closes.
 2.30 P.M. Correspondence for Japan or the
 United States only may be
 posted on board the Packet
 with Late Fee of 12 cents
 extra postage until
 2.50 P.M. when the Mail is finally closed.
 Correspondence must be specially directed
 for this route, and if not fully prepaid
 will be sent by British Packet.
 Hongkong, May 2, 1877. my15

General Memoranda.

FRIDAY, May 11:—
 Noon.—Namoa leaves for Coast Ports.
 Noon.—General Weekly Sale by Messrs
 Lane, Crawford & Co.
SATURDAY, May 12:—
 Goods per Quator undelivered after this
 date subject to rent.
MONDAY, May 14:—
 5 p.m.—Adjourned Meeting of the
 Hongkong Humane Society at City
 Hall.
TUESDAY, May 15:—
 2 p.m.—Sale of Household Furniture at
 Dr Denney's residence, Fair Lea.
 3 p.m.—American Mail leaves for Yoko-
 hama and San Francisco.
 Goods per Candia undelivered after this
 date subject to rent.
 Goods per Glenfinlas undelivered after this
 date subject to rent.
 Teroma leaves for Saigon.
WEDNESDAY, May 16:—
 Noon.—Sale of Stock-in-trade of the firm
 of Broadbear, Anthony & Co.
FRIDAY, June 1:—
 8 p.m.—Occidental & Oriental S. S. Co.'s
 Steamer leaves for Yokohama and San
 Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—China leaves for Ningpo and
 Shanghai.
 Noon.—Candia leaves for Yokohama and
 Hio-go.

THE

HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERSOF
DRUGGISTS' SUNDRIES, NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.
The Manufactory is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.55 p.m.

MARRIAGES.

At the Cathedral, Shanghai, on the 28th
 Instant, by the Very Rev. Dean Butler,
 ROBERT MACKENZIE to ELEANOR AGNES
 MAUD, eldest Daughter of the late James
 Shannon Aycr, formerly of Shanghai.
 At the Roman Catholic Church, and at
 the Austro-Hungarian Consulate, Shanghai,
 G. B. A. CASTRO, of the I. M. Customs, to
 the Countess BARBARA NICOLINA MARIA
 BORISI, Daughter of the Count Bernardo
 Borisi of Capodistria (Austria).

DEATHS.

At Yokohama, on the 1st Instant, of
 typhoid fever, GEO. OELSHICH, late of
 Shanghai.
 At Tientsin, on the 21st Inst., ALICE
 SARAH McDONALD, the only surviving
 Daughter of J. McDonald, Imperial Cust-
 omer.

THE CHINA MAIL.

HONGKONG, WEDNESDAY, MAY 9, 1877.

A FEW days ago we gave some particulars
 respecting a piratical-burglary attack
 made on a house in Apple-chow, an
 island lying opposite Aberdeen and
 within British jurisdiction. Some fifteen
 men, it will be recollected, landed from
 a junk, ransacked a shop, and carried
 off property valued at about \$60. They
 were fired at by the Indian policeman on
 duty and a villager, and it is believed
 that one or two of them were wounded,
 but having got the stolen property into
 their junk, they sailed away in the di-
 rection of the Lama Island, which we
 need scarcely add, is Chinese territory.
 The Curlew, with the Deputy
 Superintendent of Police on board, pro-
 ceeded to the spot on the following
 morning, but, we believe, these audacious
 predators are at large up to the pre-
 sent moment. It is to be hoped that
 the successful results of this raid will not
 lead to the organising of similar ones.
 There are a larger number of natives in
 and around this Colony who are not
 above dabbling in piracy, or any other
 little affair by which a dishonest penny
 may be turned, than many people sus-
 pect, and with a sheltering territory so
 conveniently near, it is almost a matter
 of surprise that there are not more ex-
 peditions of this nature than have hitherto
 taken place. These plunderers had
 simply to land on another island a mile
 or two away to be able to openly set at
 defiance British authority. Under such
 circumstances as these, it would not be a
 matter of very great wonderment if at
 some future time there was a grand
 descent of natives with piratical tenden-
 cies on Aberdeen itself, and a general
 requisition of all the valuable and
 portable property in the place! The
 fleeing to Chinese territory would at
 least be a matter of no great difficulty,
 although, no doubt, if the Chinese
 authorities could be got to act promptly,
 matters could be very soon made
 rather uncomfortable for them. Whether
 or not efforts are being made by
 the Government here to bring the
 Apple-chow offenders to justice through
 the instrumentality of the Chinese
 officials, we are unable to say, but this
 seems the only course to be pursued.
 We doubt very much if there are any
 authorities on Lama Island except the
 Customs' officials who could render any
 possible assistance in such an affair, and
 it almost seems a pity that the offend-
 ers cannot be followed to such a refuge
 by the British authorities, although, of
 course, to do so, under existing circum-
 stances, would be a violation of Chinese
 territory.

We heard some time ago that it was
 in contemplation by the Government
 to carry a scheme into effect for pro-
 tecting the community from the evils
 of diseased meat. So far as we are in-
 formed, it is intended to erect a landing
 stage in the neighbourhood of Belcher's
 Bay, and also some cattle sheds, into
 which all cattle arriving in the Colony
 are to be placed in quarantine for a
 certain number of days. This is the
 scheme we have advocated for adoption
 for a considerable time past, and in
 view of the recent troubles and discor-
 dants in regard to the meat supply, the

community will undoubtedly be very
 glad to welcome its inauguration. If the
 fiat goes forth that all cattle brought to
 the Colony are to be landed at a particu-
 lar spot, and are to remain within sheds
 until, if they have any disease in the
 system, it shall have had time to de-
 velop itself, and the animals are submitted
 to a careful inspection by a competent Eu-
 ropean official, there is every reason to
 believe that we shall have at last arrived
 at a satisfactory solution of the meat
 question, especially if at the same time a
 pretty keen eye is kept by the Inspector
 and his assistants on the stalls of the
 wholesale and retail salesmen. The
 suspicion has prevailed that as soon as an
 animal on the mainland shows signs
 of being diseased it is immediately sent off
 to the Hongkong market, and, possibly,
 markets elsewhere; and there have also
 been complaints that the cattle are ex-
 posed on the hill sides of the island in
 inclement weather causing the meat to
 become deteriorated and, in many cases,
 unfit for food. Within the last few days,
 we believe, Inspector Grimes has been ap-
 pointed what may be termed "Inspector
 of cattle afloat," that is to say it is now
 a part of Mr. Grimes' duties to see that
 no diseased cattle are landed in the
 Colony. This is at least one step in the
 right direction, and we hope soon to hear
 of others.

The sudden collapse of the verandah at
 the American Consulate yesterday tends
 to make one a little nervous as to the
 security of the innumerable structures of
 a similar character in the Colony. Hong-
 kong is great in verandahs, and anything
 affecting these highly useful and orna-
 mental erections is regarded as a matter
 of the deepest personal importance by
 every member of the community. Nine
 people out of ten would probably not be
 able to tell when a verandah was in a
 dangerous state, or at least would not
 notice the fact, and had the American
 Consul been one of the nine, and had
 not the critical state of the verandah
 been so apparent, it is probable that
 its fall would have been attended
 with fatal results. As it was Mr.
 Bailey had observed the danger, and
 had prevented people from exposing
 themselves to it. He had also sent for
 the Inspector, and had that valuable
 official been a little more dilatory than
 he was it is almost a certainty that
 Hongkong would be now mourning his
 loss. For his own security as well as
 that of others we trust that the Inspector
 will therefore in future keep a particu-
 larly bright eye on all the verandahs
 in the Colony and be remarkably
 sharp in attending to applications,
 or he may not have time to get clear on
 the next occasion.

LOCAL AND GENERAL.

The M. M. mail steamer *Ava* left Saigon
 to-day at noon for this port.

A public flogging of the prisoners sentenced
 at the last Criminal Sessions to corporal
 punishment in addition to imprisonment,
 will take place to-morrow afternoon at 4
 o'clock. The number of candidates for the
 "post" is only two.

We are requested to state that the Spanish
 Government has recently created at Amoy
 a Consulate General for China, and that
 Mr. Ortuño has been appointed to the post.
 We may add that Mr. Ortuño was H. C.
 M.'s Consul in this Colony from 1867 to
 1872.

The small iron steamer *Pacific*, now in
 course of construction at Capt. Sand's ship-
 yard, for the South Pacific trade, is fast
 approaching completion, and will be launch-
 ed in a few weeks. She is spoken of as
 likely to be a piece of good workmanship,
 and a strong little craft.

A CORRESPONDENT writes from Swatow
 under date 7th May as follows:—"On
 Wednesday last a Chinese came here and
 reported a vessel on the rocks off Breaker
 Point. Thereupon H. B. M. Gun-vessel
Hornet went out and visited the place in
 the hope of being of service, but when she
 got there, no wreck or stranded vessel was
 to be seen. From inquiries, it was, how-
 ever, ascertained that a brig had been
 aground but had got off again and sailed
 away. The *Hornet* had therefore a fruitless
 journey, but thanks are due to Commander
 Hippisley for his prompt action in proceed-
 ing to the place."

THE reminiscence of Colonial life in which
 we indulged in last night's issue has called
 forth representations from various quarters,
 to the effect that Hongkong possesses a larger
 number of civil servants with aged records
 than we had supposed. Premising that it
 was no part of our intention to reprint the
 Directory of the Colony, we may add that
 Mr. W. S. Loring has served in the Har-
 bour Master's Department since 1858, so
 that he ranks high in the long-service list.

Among the Portuguese gentlemen employ-
 ed by the local Government, however, will
 be found those who have served the
 Colony for very long periods. Mr. J.
 M. D'Almada e Castro entered the public
 service in the year 1841, in the office of
 the Chief Superintendent of Trade in
 China; Messrs J. A. Carvalho dates back
 his connection with official life here to
 1855, and Mr. A. E. Alves received his ap-
 pointment in the same year; while Mr. J.
 M. A. Silva has served the Colony since
 1856.

There are many others who might
 lay substantial claim to be called "veter-
 ans;" but the appointments of lesser note
 are generally filled by gentlemen who have,
 as it were, taken root in the Colony and
 regard Hongkong as their permanent home;
 and these were not so directly referred to
 in our reminiscence of official life here as
 were the English members of the service.

In the Supreme Court to-day, the Chief
 Justice sat in Summary Jurisdiction to hear
 the suit Yik Hin against Lee Yuen Kong,
 in which the plaintiff claims \$200 damages,
 and applies for an injunction. He con-
 tended that the defendant placed certain
 obstructions in a passage or lane between
 two blocks of buildings situated in Queen's
 Road and Lascar Row. The defendant, a
 member of the Wohang firm, owned form-
 erly both ranges, but on 11th February
 1873, he sold the back range, that on Lascar
 Row, to one Lum Sow, who in turn trans-
 ferred it to Kwok Apo, and the latter re-
 sold it to the present plaintiff in November
 last. When the property was sold to Lum
 Sow, a right of way with

Police Intelligence.

(Before James Russell, Esq.)
May 9, 1877.

LARGERY.

Wong Koon Yow, a cook, was charged with stealing two jackets, a pair of trousers and a handkerchief, also 20 cents in the pocket of one of the jackets, the property of Tang Aho, house-cook to Mr. J. de Souza, Wellington Street. The defendant paid a visit to the servants in the house, and after his departure the above pieces of wearing apparel were missed. He was taxed with the theft and admitted it, giving up a pawn ticket which referred to the articles stolen. The defendant was sent to two months' hard labour.

CREATING A DISTURBANCE.

Wong Achah and Ah-sheng, married women, were charged with making a disturbance last night in Hollywood Road, near the Central School. Fined \$2.

ON THE "SERRE."

Ling Ahun, a servant to Mr. Thomas Jackson, was charged by P. C. Horning, with being drunk in the street. The defendant was running towards Praya West, and there was another man chasing after him. The Constable stopped him and asked him if he had a pass. He showed one, but he was drunk, and the Constable told him to go home. He then got hold of his baton and was obstreperous. The defendant then defied the Constable, and claimed acquaintance with his Worship, saying he was Mr. Jackson's boy, of the Shanghai Bank. The other man who was pursuing him told the Constable that the defendant had been drinking and that he followed out to see that he did not get into mischief. The defendant said a friend came by the Shanghai steamer yesterday, and he was drinking with him. He went out after his master had gone to bed. He also complained that he was beaten by the Constable, but this the Policeman denied, saying the defendant got hurt by falling down when drunk. The Magistrate discharged the defendant with a reprimand.

ASSAULT.

Chun Afook and three others, boatmen, were brought up for assaulting one Wong Ahal, a carpenter on board the steamer *Yotsai*. The quarrel arose from the defendants fastening their boats to the chain of the steamer. Fined \$1 each, and the 1st defendant was to pay, in addition, \$1 amends for the jacket which he had damaged.

STONE-CUTTING NUISANCE.

Tang Asam, contractor who is doing the filling in of the gully at the side of St. Paul's College, was summoned by Inspector Horwood with dressing stones at Albert Road, causing thereby a public nuisance. The Inspector said he saw the stone-cutting going on nearly opposite the *Daily Press* office on Sunday and Monday the 6th and 7th inst. The piece of granite measured 6 feet 6 inches by 18 inches and by 14 inches. He considered the work could have been done at the quarry without detriment to the stone or its subsequent transport. The defendant said he was ordered to make the change on the stone after it had been brought to the place. Mr. George Stanfield, an overseer in the Surveyor General's Department, stated that he was in charge of the work in question. He knew the stone referred to by the complainant. When the stones were first ordered, they were covering stones to go across the drain. They were in various lengths from 6 feet to 12 feet. They were properly dressed and squared before being brought from the quarry. Since then witness received an order to have a hole cut in two of the pieces, 2 feet deep by 1 foot 8 inches. He conveyed the order to the contractor. Under the circumstances, the case was discharged.

AN ESTIMABLE DOMESTIC.

Wong Ahwan, cook to Mr. James Beale, was charged by his employer under the following circumstances. The complainant said he charged the defendant with being drunk and incapable at dinner time last night. The complainant went home about 6 o'clock last evening, but could not get in. After waiting a while he thought his servants had gone out so he went into a neighbour's house and waited some time longer. As it was getting dark, he thought it better to get in by the roof, dropping in by the Court yard. He looked into the cook-house and saw smouldering fires and meats simmering, with signs of dinner being under way. In the yard the cats were dividing a half-roasted chicken intended for the complainant's dinner. The defendant was found lying asleep in the house with seven empty pint bottles of beer, arranged five alongside his bed and two on the floor. There were other evidences of his debauchery about the place, and a bottle of whiskey had been taken from a cupboard. The beer was the complainant's property. The defendant was a substitute for the regular cook. Inspector Lindsay gave the defendant a bad character, and the Magistrate sent him to six weeks' hard labour for theft of the liquors.

HIGHWAY ROBBERY.

Lo Sui Sing, a gardener, was again brought up for having committed a robbery on Cheong Ashing and his sister, the latter being stripped half-naked. The Police gave their evidence as to arrest of the prisoner and to receiving the report, confirming the complainant's story of the robbery. The prisoner was then committed for trial. His defence was a simple *alibi*, urging that he was cutting grass at British Kowloon on the day in question and was never in Hongkong at all. Five witnesses gave evidence in support of this defence.

CORRESPONDENCE.

CRUELTY TO ANIMALS.

There is often unintentional cruelty inflicted upon animals for want of special knowledge, as well as brutal cruelty from the instinct of debased natures. The following will convey a useful caution to many owners of horses.

The bars of the horse's foot, are but the prolongation of the outer wall of the foot, their object is to protect the frog and strengthen the foot itself. Their value in this direction, can scarcely be over-estimated. To cut them away, is like removing the beams that keep up the walls of a house, and outward or crushing inward. If a healthy foot is placed on a glass stand, it will be seen that the ground surface of the hoof bears the relative proportion

of weight. These might be called the three great pillars on which the body of the horse, like some dome upheld by three columns, stands. To shorten or remove two of these three columns, is of course fatal. The dome is of such weight as to crush the sole remaining support. This is precisely the condition of things under the common vicious system of shoeing. The bars are cut away so that they cannot touch the earth, the frog is pared down the same way, the sole is gouged out and the result is that nothing is left but the wall of the hoof to support the vast weight above. When you remember that the wall is very thin, scarcely an inch in thickness where it touches the ground—you will share with me the surprise, not that so many horses "give out in their feet," as the saying is, but that any horses survive at all. The true way is to let everything grow to its fullest extent that nature designs it to reach, and in shoeing, seek only to protect from too rapid destruction what nature has put together, least of all cut away that which nature has provided so abundantly and more efficiently than the art and skill of man can ever hope to effect. The vast importance of having the frog come in contact with the ground in order to keep the foot in health and good condition is most ably shown in "Rational Horse-shoeing," a small book recently published that ought to be in the hands of every owner and lover of horses.

We have quoted the foregoing from Murray's "Perfect Horse" and will just say that in our own city there is room for improvement in horse-shoeing. A short time ago we were anxiously urged to hasten to a blacksmith shop in the lower part of the city to see a horse who was getting his hoofs pared until the blood came. When we arrived the horse had gone, but the ground was covered with horny parings, and suspicious stains attested the truth of our informant.

China.

FOOCHOW.
(Herald, May 3.)

The Courier line between this port and Amoy has, we notice, been re-established since the 1st instant.

Mr. Peddar will, we understand, leave for Europe per S. S. *Yesso*. Mr. Everard assumed temporary charge of the British Consulate on the 1st instant.

We observe that the Ocean Steamship Company advertise a steamer to call here for tea about the 23rd instant. Rate of freight to London—£3.10s. per ton.

The Missionary Conference at Shanghai will be held this month. This port will, it is understood, be numerously represented by clergymen of various denominations.

Price-picking commenced in the adjacent district of Peking on the 25th ultimo, being a few days earlier than usual. The crop is reported to be a good one, and district prices under last season's range.

A Malay sailor, evidently a runaway, arrived a few days ago from Amoy. He travelled overland, without either money or food, and was entirely dependent on the charity of the natives. According to his own statement, he started from Amoy for Swatow, and, travelling without guide or compass, reached this port after thirteen days on the road.

The Customs offices at Pagoda Anchorage have, we understand, been moved temporarily to Pagoda Island, during the reconstruction of that portion of the main building blown down in the typhoon last year. It would be a great convenience to the public, and to all concerned, if the Customs remained where they are at present stationed, or at some other spot on the left bank of the river accessible to shipping.

An instance of communal justice was witnessed by a party of foreigners a few days ago in the Mei Tse Temple at Peking. A man suspected of having maliciously destroyed a number of tea plants was seized by the country people, examined before an improvised tribunal of village elders, and duly convicted. The prisoner was given the option of another trial at Foochow before the constituted authorities, or of punishment on the spot. He decided upon the latter, and was accordingly suspended by one thumb at about a foot from the ground. The man was seen by our informant in this position for nearly a quarter of an hour, in a fainting state, and evidently suffering great agony.

SHANGHAI.
(News.)

The last news from Ichang was that everything was quiet, and all seemed going on right.

Messrs. Baber and Gill reached Chungking on the 8th April. They have engaged a house, in which they seem comfortably settled. There had been no hot weather up to date (April 14th) and winter clothes were still in vogue. Very little sun, but a great deal of mist and fog. Letters and papers were reaching them regularly. The voyage up was not marked by any adventure of importance, and occupied 60 days from Hankow.

Quite an exodus of wheelbarrow men took place, on the flood tide on the Soochow Creek, yesterday morning (May 2nd). About half-a-dozen large native cargo boats, stacked with barrows, lay at the back of H.B.M.'s Gaol on Tuesday night, ready to sail on the morrow, for a new sphere of occupation—the men not feeling able to pay the additional tax put upon them by the Municipality.

The China Navigation Company's steamer *Timin* was aground throughout the whole of yesterday (May 2nd) just below the Harbour Master's jetty. She left the Company's Wharf about one o'clock in the morning, bound for the North, and when in the usual channel, opposite the Hongkong Wharf, a thick fog came on, and suddenly she gave a sheer and ran hard and fast aground at the place indicated above. A portion of her cargo was lightered, and in the afternoon she had moved about half her own length. It was expected that she would float before morning.

A Naval Court, to enquire into the circumstances of the wreck of the British barque *Sergeant*, of the *Shalutien* shoal, in the Gulf of Pechili, has been held before Commander Church, of H.B.M.'s gunboat *Curlew*. The circumstances of the wreck, now well known, were fully gone into, and the captain of the *Sergeant*, Mr. Abel, was reprimanded, but not deprived of his certificate. We hear that the *Sergeant*, as she lay on the shoal, was sold by public auction to Mr. James Watts, a pilot at Taku, for the low sum of \$50. With difficulty he managed to tow the hull, as already announced in these columns, into Taku, where it is to be placed as a pontoon.

(Courier.)

We hear that there are at present three gentlemen in Shanghai who are about to proceed on the Yangtze to "prosper" coal-mines on behalf of the Chinese Government.

We hear that Wu-sueh is to be the scene of the first investigations held by the mining-engineers on behalf of the Chinese Government; that locality being regarded as somewhat rich in coal. The party consists of three persons—a gentleman of scientific education, and two experienced workmen. They were telegraphed for, we believe, by Mr. Robert Hart, at the instance of His Excellency Li Hung-chang.

PEKING.

April 25th, 1877.
When I last wrote the tall-cutting mania had just reached its climax, and from that time has gradually died away. The authorities took energetic measures to calm the public mind. The heads of each district were required to take daily the number of the inhabitants of each house. If any guest came in, it was necessary for the head of the house at once to give notice to the police, for if in the evening an extra person was found in the house he was at once carried off to prison. For a few days the prisons were full, but these unfortunate people have been gradually bailed out by their friends, and now the public mind seems at rest. We have now an epidemic of a much more serious kind, though it has not yet produced a panic; typhoid fever is carrying off numbers in certain districts of the city. This may be due to the annual opening of the drains, which is now taking place. The low feeding during the winter may have made the people more susceptible of malaria, so I am glad to say that the price of food is falling. We have had such abundant spring rains that the farmers are, I suppose, pouring forth their hoards. We have been already visited by two thunderstorms. The last was preceded by two or three days of most oppressive heat, the thermometer being at 90°, which is very unusual in April. We are now quite cool again. The states of the great city are in a deplorable state. If we were to have a fifth part of the rain which falls in your region, this place would be utterly uninhabitable.—*Shanghai Courier*.

NEWCHANG.

April 27th, 1877.
In the beginning of February a dreadful tragedy was enacted in the district of Hail-chung, about forty-five miles to the north-east of this port. At Chung Ti Wo (boat dock), a small village inhabited by fishermen and small junk people, some conversions to the Roman Catholic faith took place a year ago, or rather an old man and his son, on their visit to Newchang (thirty miles from the port of that name) were received as members of the religion they had adopted. The rest of the village held to the faith of their forefathers. One day the two converts fired off crackers in honour of a holy picture which had been presented to them by a French priest, and then having placed the picture over the kang (brick place), they knelt down to adore the Saint represented before them. As they were kneeling one of their cousins or brothers (for I believe natives call such relationship by the latter title) rushed into the room with a hoe or some other instrument of husbandry, and nearly severed the head of the younger man. The father ran off for assistance, and laid his complaint before the magistrate, but when he got back to his house he was told that his son had been dragged to the Joss-house, and then immolated. Not satisfied with one murder the villagers, led by two uncles or relatives, having demanded that the old man (over seventy years of age) should give up his new religion, on his refusal to do so tied him to a donkey with a rope round his neck, and dragged him to the Joss-house, where he was immolated before the village gods. The two converts were searched for, as it was thought they had been stolen by the evil spirit, and finally a hole being made into the ice bodies were thrown in. All this happened on 2nd February, and strange to say the authorities have not done anything towards punishing the murderers, nor have the bodies been recovered, or any inquest been held.—*Shanghai Courier*.

Japan.

(Tokio Times.)

No news of definite importance has been received from the rebellious district during the past week. An impression appears to prevail that the insurgents have succeeded in establishing themselves in a new and formidable position, but we have been covered that fact have been communicated to warrant such a conclusion. On the other hand, reports of the death of the leader, Saigo, have been freely circulated; these, too, are without authentication. It does not appear to us necessary to repeat in detail the numerous accounts of small and indecisive engagements, between the opposing parties. What is known with certainty is that the authority of the government has been completely restored in Kumamoto, and that the rebels have not shown themselves in force, since their dispersal from the original position around Kumamoto, in any part of the province of Higo. General Kuroda, having accomplished the particular work assigned to him, is said to have asked for relief from active duty, in order to resume his regular labors as head of the Kai Taku Shi. General Saigo started for Kioto on Thursday last, to join the conference of the Ministry there. It is not expected that the sojourn of the Emperor and the members of the government in the old capital will be continued long after the beginning of next month.

STRANDING AND FLOATING OFF OF THE "CITY OF PEKING."

A passage having been kindly accorded to our representative yesterday (April 24th) by the Captain of the U. S. S. *Albatross*, he proceeded in that vessel in the afternoon to Rubicon Point, where the *Albatross* arrived shortly after half-past five. The *Albatross* had arrived some time previously. The big steamer was found lying on and on the shore, the stem pointing almost south, on a smooth bank of sand. Her time as taken from Captain Tanner's log is as follows:—At 5.15 a.m. on the 24th instant. At 5.33 a.m. she left the harbor: at 5.37 passed the light ship; at 6.25 made land ahead, and at 6.30 took ground inside of Rubicon Point. So that the time between the vessel leaving the light-ship and getting aground was exactly fifty-three minutes, in which period she had run fourteen miles.

Yesterday morning was very foggy; but Captain Tanner and the officers of the *Albatross* both agree in stating that the fog lifted just as the steamer left, or in the six minutes which elapsed between her clearing the buoy and leaving the harbor, and but for this break the captain would not have left when he did. He was well clear of the shipping, and had got his course set before the fog thickened again. The real cause of the accident was that the ship had travelled faster than she was given credit for, having in fact covered fourteen miles when she was thought to have gone only twelve; and just before land was made the engines were slowed and the course was about to be altered. The fog then lifted again and the rocks off Rubicon Point were made on the port bow. Had the helm been ported here the vessel must have gone on the rocks; and this the Captain saw at a glance. The engines were reversed; the helm put hard-a-starboard, and the monster vessel was grounded gently upon a shelving but perfectly smooth bed of sand. So imperceptibly was the ground taken that the passengers imagined that the ship had been stopped by the captain to take in despatches. Intelligence of the accident was at once taken to Yokohama by the chief officer of the ship, and help was sent as stated in our notice of the matter yesterday.

When the *Albatross* came to the vessel four large lighters were alongside, and cargo was being rapidly discharged by an army of coolies under the direction of Mr. Brown and other servants of the company. Captain Tanner expressed his satisfaction at having such efficient help at hand as that at his disposal in the man-of-war; but also said confidently, that when the ship should be lightened and the tide was at its highest his own engines would bring him off. This opinion was certainly not shared by all on board; but it turned out to be correct notwithstanding. In the course of the night eight hundred tons of cargo had been discharged into the lighters and four hundred tons of water taken from the tanks. Then the plan and time of action were decided on. It was settled by Captain Tanner, in concert with the captains of the *Albatross* and the *Massilia*, that an attempt to force the vessel off should be made about three p.m., when the two sailing vessels should be ready, if necessary, to attach hawsers and aid the *City of Peking's* engines in a sudden effort. It may be easily imagined, when the large stake at issue is taken into consideration, that much anxiety was felt on board, and a restless night passed by those interested even as mere spectators. By three o'clock all was ready on the big ship, and the *Albatross*, which throughout was handled in a most masterly manner by Captain Barker, her new commander, was close by, under steam, ready to pass on board and make fast the sixteen inch hawser with which she was provided. The P. & O. tug was alongside the *City of Peking* ready to take off to the *Massilia* another hawser of equal size. These precautions were unnecessary, however, but owing to a misunderstanding which, with Captain Barker's explanation is quite conceivable, the *Massilia* remained at anchor till the last moment. This vessel, by-the-by, had great difficulty in finding a safe berth, and at last had anchored two cables' lengths off the stranded steamer in thirty fathoms of water, and necessarily had an immense quantity of chain cable out. Immediately that the tide served, the *City of Peking's* powerful engines were set going, and at full speed—reversed motion—and as the vessel moved, the effort she glided from her sandy bed as smoothly as though she were being successfully launched. Those on board did not at first even realize that she was moving. The immense hawser with which she was moored to a two-ton anchor at some distance from her stern, slackened so rapidly, though it was being wound on a winch, that it was believed to have parted. All doubt was however set at rest in a brief moment. The great ship was bearing down, stern on, with alarming rapidity to the port broadside of the *Massilia*. The action of the engines was instantly reversed, and the damage, no longer altogether avoidable, from the imminent collision, reduced to a minimum. The *City of Peking* no more felt the shock that followed than she would have felt the impact of a feather, but the cracking and rending of timber and iron, and the smashing of glass, on board the *Massilia*, testified that that ship had not escaped scatheless. Very fortunately, however, the paddle-box was not touched, and the wheel unhurt, the destruction being confined to the deck houses, about seven in number, on the port side forward of the paddle boxes. One of the strong iron supports of the sponson was torn in two, and the lamp room was in much the same condition as the traditional china shop when the bull has finished his gambols. In addition to the ship's ordinary lamps three newly purchased by the Mitsui Bussai Company. All these were reduced to shreds *statim et instantaneum*. This damage was the only contretemps which occurred during the most successful operation of getting the *City of Peking* off the beach. It is certainly not serious; and is principally unfortunate that the *Massilia's* services were really not required, and that while she had been at first ordered to return to Yokohama at midnight, she had ultimately, in reply to a request telegraphed to Mr. Rickett, the agent, been allowed to remain by the grounded vessel till morning. As soon as the *Albatross* discovered that the *City of Peking* was again in deep water, and that the *Massilia* required no assistance, her head was turned towards Yokohama. On her way back she met the *Albatross*, with Admiral Reynolds on board, on the way down to render aid if required. On the *Albatross's* report of matters, however, the flag-ship steamed round and the two vessels returned in company to this harbor, whither they were quickly followed by the *Massilia*. The loaded lighters were towed to Powhatan Bay; and thither the released big vessel steamed and in the course of the day took in again her cargo, resuming her interrupted voyage towards Hongkong at 4.30 p.m., having providentially escaped a very serious danger. All on board seemed pleased to testify to the coolness and judgment of Captain Tanner, of whose seamanship and ability to command a large steamer also the officers of the *Albatross*, some of whom have sailed with him—the Captain is a U. S. naval officer—speak in the highest terms of praise; but the question still remains whether even twelve knots an hour in these waters on a foggy morning is not a dangerous rate of speed.

We omitted to mention yesterday that, on hearing of the accident, Mr. Conill, the agent of the M. M. Company, immediately offered the services of the *Tigre* to the P. & O. S. Co.'s agent, Mr. Keator; and Mr. MacKintosh, on behalf of the Light-house

Department, was no less prompt in placing the *Meiji Maru* at the disposal of the company.—*Japan Gazette*.

INDIAN TEA.

The cultivation of tea in India was ably reviewed by Mr. Burrell in a paper read before the Society of Arts early in February. After tracing the origin of the culture, the paper gives some particulars relating to the first importation of any importance into England. In 1838 a consignment of twelve small chests, made from plants that had been transplanted and carefully manipulated, and exceeded all expectations that had been formed, weighing about 40 lbs. each, were received, of which the directors of the East India Company distributed four chests among brokers, and others, and the remaining eight chests were disposed of at the public tea sales in Mincing Lane, by Messrs. Thompson & Co., the company's brokers, in January, 1839, and fetched fancy prices—the Pekoe kind from 24s. 6d. to 34s. a lb., average 28s.; the Souchong, 16s. to 21s., average 19s. per lb. The novelty of the supply excited great attention among the brokers and tea dealers, who were naturally anxious to obtain some portion of the tea. A competition of an unusual character ensued, which raised the price far beyond the most sanguine expectation that had been entertained. Although the tea was known to have been slightly deteriorated by inattention during its transit, and by the firing it had gone through in re-drying it at Calcutta, it was generally acknowledged to be equal to the China Souchong tea of the market; it was expected that a price somewhat higher would be given for it as an article of curiosity, but such was the anxiety to get possession even of a single chest that prices were run up to a mark never known before or since in Mincing Lane. It transpired, however, that the whole had become the property of Captain Piddington, the proprietor of the then celebrated "Howqua's Mixture," who determined to secure this novelty of British industry at any price. That gentleman does not seem to have made a bad investment, for as alleged, he afterwards disposed of it in small samples at the rate of half-a-crown an ounce. This, of course, was no test of the commercial value of the tea, and no guide to the directors of the company, but the valuations and reports of the brokers and other authorities among whom the other four chests were distributed were of a different cast and value. Most of them were in writing, and the whole now forming a considerable volume of the India records, have been partially printed here and in India. They were on the whole very favourable, and were unanimous in the belief that, with more careful manipulation, the Assam tea would prove equal if not superior to China, but the most practical test of all was an offer from a Liverpool house to contract for 900 or 1,000 chests at from 1s. 10d. to 2s. per lb., the current price at the time for the best class of China teas of corresponding kinds in bond.

The crop of 1839 was received in London early in the following year, and consisted of 96 boxes, and although the prices fetched showed a declension from the fancy rates of 1833, they were very high, ranging from 4s. 9d. to 11s. 12d. per lb.

In 1840 the Assam Company was constituted, and thenceforward the progress of Indian tea culture was rapid. The consumption of the tea in this country during the last few years has developed to a wonderful extent, as the following figures

show—The quantity taken was 1,000 tons in 1864, and formed only 1 per cent. of the consumption.

Three years later, in 1867, when the duty was reduced to 1s. a lb., the Indian supply had reached 2½ million lbs., and was 2½ per cent. of the whole.

In 1867, the quantity rose to 13½ million lbs., and the ratio to 10 per cent.

During the last six years a still greater increase was attained, the whole quantities increasing by about 3 million lbs. a year, and still encroaching rapidly on the relative proportions of the total supply. The figures are:—

1874 . . . 21 million lb. = 15 per cent.
1875 . . . 24 " = 17½
1876 . . . 27 " = 19

As regards price, Indian tea has always commanded the highest rates in the London market. Last year, while the average price for Indian tea in bond was 1s. 11d. per lb., that of China tea was only 1s. 3d. per lb. Thus, also, the statistical tables of the Board of Trade show the declared value of the imports of 1876 to have been for Indian tea, 2½ millions of pounds sterling, while that from China, Japan, and all other sources was declared at 10 millions of pounds sterling, so that while the quantity of Indian tea was 19 per cent., its value was 25 per cent. of the total quantities of 1876. This fact is accounted for by the very large quantity of cheap, sweet tea now imported from China, which sells in Mincing Lane at from 6d. to 9d. a pound, to be fortified by mixture with the strong and more pungent growths of India.

Mr. Burrell is of opinion that India is capable of producing sufficient tea to satisfy, not only the possible demands of this country, but the wants of all the world besides. There can be no doubt that the country possesses every advantage of soil and climate for the growth of tea, and we trust the Indian Government will afford all legitimate encouragement to planting enterprises.—*British Trade Journal*.

Quotations.

HONGKONG, May 9, 1877.
RUM.—New Patna, cash... \$677½
" New Benares, cash... 660
" New Malwa, cash... 667½
" " " " " " 672½
Allowance Table, 17 a 24
" Old Malwa, cash... 680
" " " " " " 680
Allowance Table, 40 a 60
CAMPBELL, " " " " " 18.50 a 18.80
QUICKSILVER, " " " " " 89 a 90
SALTPEPER, " " " " " 5 a 6.00

Exchange.

Bank, on demand, " " " 811
" 30 days sight, " " " 811½
" 6 months sight, " " " 440
Credits, " " " " " 404
Documentary, 6 months sight, " " " 404
Bombay, " " " " " 226
Calcutta, " " " " " 226
Shanghai, demand, " " " 73½
" 30 days sight, " " " 74½ a 75½
Bar Silver, 17, dwt. A., " " " 8 prem.
Mexican, " " " " " 8
Gold Leaf, " " " " " 25.70
English Sovereigns, " " " 4.95
Australian Sovereigns, " " " 4.95
Discount, " " " " " 7 a 9

Shares.

Hongkong Bank, 20 % prem.
Union Ins. Society of Canton, \$750
China Traders' Ins. Co., \$2,475
Chinese Insurance Co., \$215
Yangtze Ins. Association, Tls. 700
H.K. Fire Ins. Co., \$537½
China Fire Ins. Co., \$145
H.K. & W. Dock Co., 35 % dis.
H.K. O. & M. S. Boat Co., \$10 % dis.
Shanghai Steam Navigation, Tls. 50
Hongkong Gas Co., \$75 nom.
Hongkong Hotel Co., \$65 per share.
Chinese Imperial Loan, £108

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)
HONGKONG, May 9, 1877.
BAROMETER—9 A.M. 30.012
Do. 1 P.M. 29.972
Do. 4 P.M. 29.923
THERMOMETER—9 A.M. 78½
Do. 1 P.M. 82
Do. 4 P.M. 81
Do. (Wet bulb) 9 A.M. 77
Do. Do. 1 P.M. 79
Do. Do. 4 P.M. 78
Do. Maximum 83
Do. Minimum over night 75

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Nov. 28, Western Chief, from London to Hongkong.
Nov. 28, Madura, from Cardiff to Hongkong.
Dec. 4, Bendultha, from Cardiff to Hongkong.
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.
Dec. 17, Carleke, from London to Hongkong.
Dec. 20, Chinaman, from London to Hongkong.
Dec. 22, Sophie, from New York to Hongkong.
Dec. 23, Ino, from Greenock to Swatow.
Dec. 23, John Nicholson, from New York to Shanghai.
Dec. 27, Undine, from London to Shanghai.
Dec. 28, Canaan, from Cardiff to Hongkong.
Jan. 4, C. R. Bishop, from London to Hongkong.
Jan. 11, Windhover, from London to Shanghai.
Jan. 12, Woodhall, from Hamburg to Hongkong.
Jan. 12, Hops, from London to Hongkong.
Jan. 16, Gryle, from Cardiff to Hongkong.
Jan. 18, Batavia, from Hamburg to Hongkong.
Jan. 31, Forward Ho, from London to Shanghai.
Feb. 1, Robert Henderson, from Buryport to Hongkong.
Feb. 2, Polynesia, from Cardiff to Hongkong.
Feb. 5, Carrizal, from Cardiff to Hongkong.
Feb. 6, Daphne, from London to Hongkong.
Feb. 12, Leading Wind, from Antwerp to Hongkong.
Feb. 17, Therese Behn, from Cardiff to Hongkong.
Feb. 18, Matchless, from Cardiff to Hongkong.
Feb. 19, Cactus O., from Cardiff to Hongkong.
Feb. 19, F. P. Lichfield, from Cardiff to Hongkong.
Feb. 20, Penitish, from London to Hongkong.
Feb. 22, Enid, from London to Hongkong.
Feb. 22, Osaka, from London to Hongkong.
Feb. 23, Belded Will, from London to Shanghai.
Feb. 27, Gold Hunter, from Cardiff to Hongkong.
Feb. 28, City of Aberdeen, from London to Shanghai.
Feb. 28, D. M. B. Park, from Sunderland to Singapore and Hongkong.
Feb. 28, Janet Ferguson, from Glasgow to Singapore and Hongkong.
March 1, Isles of the South, from Cardiff to Hongkong.
March 1, Brown Brothers, from Cardiff to Hongkong.
March 1, Khedive, from Antwerp to Hongkong.
March 2, Paracoe, from Cardiff to Hongkong.
March 6, A. S. Davis, from Cardiff to Hongkong.
March 9, Callor On, from Cardiff to Shanghai.
March 9, Nimbus, from Cardiff to Hongkong.
March 9, Jala, from Cardiff to Hongkong.
March 9, Lord Macaulay, from Cardiff to Hongkong.
March 7, Alcester, from Cardiff to Chetoo.
March 10, Sir Lancelot, from London to Shanghai.
March 13, Golden Spur, from Cardiff to Hongkong.
March 15, Antwerp, from London to Hongkong.
March 15, Coldstream, from New York to Shanghai.
March 16, Bessie Morris, from Swansea to Amoy.
March 17, Solandia (str.), from London to Shanghai.
March 18, Victoria, from Swansea to Hongkong.
March 19, O. W. Cochrane, from Liverpool to Hongkong.
March 20, Springfield, from Cardiff to Hongkong.
March 20, Warrior, from Cardiff to Hongkong.
March 20, George, from Cardiff to Hongkong.
March 22, Birling (str.), from Cardiff to Hongkong.
March 24, Wigton, from London to Shanghai.
March 25, Teviot (str.), from London to China and Japan.
March 26, May Queen, from Cardiff to Hongkong.
March 27, Solandia, from London to Hongkong.
March 28, Isles of Evin, from Greenock, to Shanghai.
March 29, Commissary, from London to Hongkong.
LOADING FOR CHINA AND JAPAN PERSEA.
At London.—Steamers.—*De Sues Canal*.
Elgin. Wankin.
Albion. Altona.
Glenalgie.
Sailing Parties.
Duke of Abercorn. Corea.
Abbey Cowper. Melbora.
Kaisow. Ferdinand Brumm.
James Shepherd. Kate Carme.
Prism (str.) Harry S. Gaudier.

